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NO. 10.

NORTH STATE MATTERS

News Items Gleaned From Murphy to Leno.

Smith to Be Tried.

Whiteville, Special.—When Jabel Register was hanged last week for the murder of Jim Staley, colored, A. C. Smith, who was implicated in the murder of Jesse Soles the same night, in the same house, through Jabel Register, was somewhat relieved as one of the principal witnesses against him could not put in an appearance to testify, and he thought possibly he would escape another trial altogether. But he was too sanguine in this particular, as Smith's own attorney says his indictment holds good against him, and he will either be placed on trial during the present week or at the next term of court in April. When he is placed on trial H. B. Register, the father of Jabel, will unquestionably be brought here to give evidence against Smith, from the State penitentiary, where he is serving a life sentence. Cross Edmondson, who was with Jabel on the night of the murder and who turned State's evidence, will be brought here by Homer L. Lyon, Smith's attorney, as soon as Smith is placed on trial.

Testing the Generators.

Charlotte, Special.—A construction engineer and expert of the General Electric Company is now engaged in testing, to their full capacity, the 1,250 horse power electric generators of the Catawba Power Company, near Rock Hill, S. C. So far four of these generators have been installed and others will be put in as they are needed. The transmission lines are up between Rock Hill, S. C., and the plant of the company and the only reason the factories and the manufacturing plants in Rock Hill are not using the power now is because they have not yet had motors installed.

State News Items.

Greenville, Special.—After a closely contested election the dispensary won by a small vote. So close was the contest and so evenly divided the forces that neither side dared claim the victory until the polls closed and the votes were counted.

President McElroy of the Normal and Industrial College, says the plans for the Carnegie Library there are in preparation. The work will be done by the Normal and Industrial College, at least \$15,000 and may cost \$20,000.

North Wilkesboro, Special.—The Republican executive committee met here and selected March 31st and Wilkesboro as the time and place for holding the Republican Congressional Convention for the eighth district.

Judge Simonon notifies Governor Aycock that he will leave the Atlantic and North Carolina Railroad receiver's matter here March 10.

The Chestnut timber on Crakey Mountain, near Asheville, has been sold to a leather firm for \$300,000.

The A. & M. summer school has received a check for \$1,000 from the Peabody fund.

Sunk Off Hatteras.

Norfolk, Special.—Penniless and almost destitute of clothes, six members of the crew of the wrecked schooner David P. Davis, of Bath, Maine, which was picked up off Hatteras during a gale by Diamond Shoals Lightship No. 72, have arrived here. The men vividly recount the collision, which occurred off Hatteras last Friday night shortly before midnight, when the Davis was run down and dismantled off Hatteras by an unknown schooner. The lookout on the Davis says his vessel doomed, hearing down on the Davis, but before he could make a single movement the collision occurred and the schooner was helpless, with all four masts gone and a gaping hole in her hull. Into which water was pouring. The schooner's crew of 10 men manned the three pumps, one of which was a wrecking pump, and worked until they were exhausted. The water continued to gain upon them, despite their desperate efforts. Finally, the vessel doomed. Captain Erwin ordered the Davis abandoned Saturday morning, and a boat was launched and manned. In the meantime the dismantled wreck had been sighted by Diamond Shoal Lightship No. 72, which sent off a boat to take off the survivors.

Turned Out Well.

Notwithstanding the publicity given his pranks, Robert Lincoln turned out well, and despite the appeals to childish vanity which are made on behalf of Archie Roosevelt, the boy, no doubt, has enough in him to make a man. Says the Boston Journal, a rock-ribbed Republican organ, "If Archie builds a snow fort in front of the White House the fortress is given national publicity. If he fires a snow ball it is assumed that the snow ball is aimed at the silk hat of some of the President's callers. Archie has the strenuous characteristics of his father, and his father and his mother, of course, are proud of him, but do not cover the excess of publicity which is given the childish sports."

News of the Day.

In one of his more recent hysterical bursts the Rev. Dr. Parkhurst said in discussing Abraham Lincoln: "As to his mother, Nancy, the kindest treatment we can give her is to write her with an interrogation point and let her go." Considerable indignation has been aroused by this remark, regarding which several protests have appeared in the papers. One writer says that Dr. Parkhurst is most effectively answered by Abraham Lincoln's own statement, made in mature life: "All that I am or hope to be I owe to my angel mother."

NATIONAL LAWMAKERS

What the Two Houses of Congress Have Been Doing.

Senate Passes Naval Bill.

The Senate Monday passed the naval appropriation bill, which has been before it for the past four or five days and then proceeded to the consideration of the army bill. The principal question debated in connection with the naval bill was that the price and method of supplying armor plate for battleships, and it grew out of an amendment suggested by Mr. Patterson providing for a government armor plant. He ultimately withdrew the amendment, but offered a rider limiting the price of armor and prohibiting purchase from trusts, all of which were laid on the table. An amendment to the naval bill proposed by Mr. Hale was agreed to, decreasing the amount for the navy yard at Charleston, S. C., from \$655,599 to \$344,500. In speaking of the continued growth of the navy, Mr. Patterson said the completion of the naval program would place the United States ahead of Germany and Russia in actual tonnage, and ahead of France and next to Great Britain in effective fighting tonnage, "and my judgment," he continued, "is that American sentiment will not permit the United States to fall behind in its naval power any nation that has passed."

Mr. Patterson discussed the Philippine question, saying that while he did not believe in holding the Philippines, he was of the opinion that the majority of the people were against him, and that therefore the day was far distant when the people of that archipelago would be given their freedom.

Mr. Bacon did not accept the view of Mr. Patterson as to the retention of the Philippines, saying that he hoped the conscience of the American people would be aroused over the injustice of the present situation.

Speaking to the armor plate question, Mr. Bacon said that this government when it was established and subjected to the armor makers, leaving them to charge their own without effort on its part to make armor for itself.

The reading of the army bill had not been concluded when the Senate adjourned.

Postal Affairs in the House.

Postal affairs engrossed the attention of the House Monday practically to the exclusion of all else. The subject was introduced by Mr. Overstreet, chairman of the committee on post-offices and post roads, who submitted the report of that committee on the Hay resolution calling for certain information regarding the use of influence by members of the house to secure increases in salaries, etc., for postmasters. There was a full attendance of members on both sides of the chamber when Mr. Overstreet stated that he had been directed by the unanimous committee to recommend that the resolution be tabled and the information wanted accompany the report. Minor members, including Messrs. Williams, of Mississippi, and Maddox, of Georgia, urged that debate and vote on the resolution should be deferred, as they had not had an opportunity to read the report, so an agreement was reached to postpone further action until Wednesday, and 4:00 o'clock of the report were ordered printed. There will be three hours' debate on the motion to table, and a formal amendment will be offered by the minority to provide for a general investigation of the Postoffice Department.

Mr. Overstreet, in connection with the report, said that in his opinion there was not a single instance of any reflection on the integrity of any member. When the committee reports were brought in later by a messenger, members crowded around the door-keeper's desk to secure copies, and business was suspended temporarily until all were supplied.

The postoffice appropriation bill was taken up by Mr. Moon (Democrat, of Tennessee), the ranking minority member of the postoffice committee, arraigned the present system employed in the Postoffice Department and urged an investigation of the affairs of the Department. Mr. Cowherd, Democrat, of Missouri, also a member of the committee, followed with an analytical review of the charges made in the Bristol report, which he referred to as a shameful story of fraud and misadministration. He also favored a general congressional investigation of postal affairs. Mr. Cowherd read a letter written by an agent of the Time Clock Company in which the writer would use his influence favorable action. Mr. Cowherd said shares of Montague Indicator stock had been given to Beavers and Heath, and he thought some measures might have been taken to find out who had been given an unlawful act on Heath's part.

Thirteen Lives in Peril.

York, Pa., Special.—Flood conditions along the York county shore of the Susquehanna river are rather uncertain. The ice is being held by Hartman's Island, near New Holland, but it is expected to start again at any minute, and if it does great damage is expected. For miles towering gorges here and there are devastation and ruin. Shelley's Island, near Goldsboro, tonight is partly submerged, and on it are John and George Burger, their mother, their wives and their children. The Governor tomorrow will send State officials to the scene in an effort to remove the people.

Emmett Celebration.

Washington, Special.—Sympathy for the people of Ireland and a declaration of the hope that she soon will be free, were the keynote of addresses made by the speakers at the celebration Saturday night of the one hundred and twenty-sixth anniversary of the birth of Robert Emmett by the United Irish Society of the District of Columbia. Among those who made speeches were Representatives Kehoe, Dover, of West Virginia, and Wiley and Delegate Roxy, of New Mexico.

LYNCHING IN OHIO

Springfield Mob Shoots to Death a Negro Who Killed An Officer

SHORT WORK FOR RICH. NIXON

After Killing the Negro the Infuriated Mob Strung Him on a Telegraph Pole and Tortured His Dead Body.

Springfield, Ohio, Special.—At 11 o'clock the negro, Richard Dixon, was taken from the jail and shot to death in the jail yard and the body was taken from there to the corner of Main street and Mountain avenue, and hung to a telegraph pole, where the mob spent the next half hour riddling the body with bullets from several hundred revolvers. The mob forced an entrance to the jail by butting in the east doors with a railroad iron. At 10:30 the mob melted rapidly and it was the general opinion that no more attempts would be made to force an entrance. Small groups of men, however, could be seen in the shadows of the court house, and two adjacent livable houses. At 10:45 o'clock the police were satisfied that there was nothing more to fear and they, with other officials and newspaper men, passed freely in and out of the jail. Shortly after 11 o'clock a diversion was made by a small crowd moving from the east doors around to the south entrance. The police followed and a bluff was made at jostling them off the steps leading up to the south entrance. The crowd at this point kept growing while the police were kept busy with the "lynch the nigger" were made, interspersed with revolver shots. All this time the party with the heavy railroad iron was beating at the east door which shortly yielded to the battering ram as did the inner lattice iron doors. The men then surged in the door, overpowered the sheriff, turnkey and handful of deputies and began the assault on the iron trustful leading to the cells. The police from the south door were called inside to keep the mob from the cells and in five minutes the south door had shared the fate of the east one. In an incredible short time the jail was filled with a mob of 250 men with all their cartridges and magazines blocked by fully 2,500 men, thus making it impossible for the militia to have prevented access to the negro had it been on the scene. The heavy iron partition leading to the cells resisted the mob's efforts, and sledge hammers arrived, which were only two or three minutes later in arriving. The padlock to the turnstile was broken and the mob soon filled the corridors leading to the cells. Seeing that further resistance was useless, to avoid the killing of innocent persons, the authorities consented to the demand of the mob for the right man. He was dragged from his cell to the jail door and thence down the stone steps to the jail yard. Fearing an attempt on the part of the police to rescue him the leaders formed a hollow square. Some one knocked the negro to the ground and those near him fell back four or five feet. Nine shots were fired into his prostrate body and satisfied that he was dead, a dozen men grabbed the lifeless body and with a triumphant cheer the mob surged into Columbia street and marched to Main street, and a rope was tied around Dixon's neck. Two men climbed the pole and threw the rope over the topmost cross arm and drew the body about 15 feet above the street. They then descended and their work was greeted with a cheer. The fusillade then began and for 30 minutes the body was kept swaying back and forth from the force of the rain of bullets which was poured in on it. Frequently the arms would fly up convulsively when a musket was struck, and the mob went fairly wild with delight. Throughout all perfect order was maintained and every man seemed in the best of humor, joking with the nearest neighbor while re-loading his revolver.

Richard Dixon was shot to death for the killing of Policeman Charles Collins, who died Monday from wounds received at the hands of Dixon on Sunday.

Clash at Clemson College.

Spartanburg, S. C., Special.—According to information received in private letters there has been another clash between the faculty and students at Clemson College. Details of the trouble are rather meagre, and the matter has been kept from the newspapers, although the affair developed several days ago. Several students were sent away from the college for a breach of discipline, and it is said to have precipitated the trouble. It is likely that if the reports will be fully the particulars will be forthcoming within the next few days.

Russians Mistreat Koreans.

Seoul, By Cable.—The Russian soldiers operating in the vicinity of Anju are committing all manner of excesses, mistreating the native women and perpetrating robbery upon every opportunity. Korean soldiers attacked a body of the invaders on Friday last the 4th instant, and succeeded in killing thirty of them. It is reported as the result of a collision between Russian and Korean soldiers at Kang He, the Russians were driven beyond the Yalu river.

Pastor Called.

New York, Special.—The Rev. Chas. Martin Niles, D. D., rector of St. Paul's Church, Ossining-on-Hudson, has been called to the rectory of Trinity parish, Columbia S. C., recently made vacant by the death of Rev. Churchill Satterlee, son of the Bishop of Washington. The Rev. Dr. Niles has accepted the call and will begin his duties in Columbia on Palm Sunday.

RUSSIA'S WARSHIPS BOTTLED

New Battleships Will Not Be Available Until the End of August.

London, By Cable.—Little change in the far Eastern situation is reported. It is apparent that the Japanese are busily engaged in transporting their forces into Korea, and this work is being facilitated by the enforced inactivity of the navy.

According to the Sebastopol correspondent of The Daily Graphic, Admiral Skrydloff has learned privately from Port Arthur that the Russian battleship Retzivan lies in such a position as to block effectually the exit of battleships from the harbor, the passage being particularly only for cruisers. The correspondent adds that the Russian new battleships now building on the Baltic will not be ready for active commission before the end of August.

The Japanese official who has charge of Japan's financial and commercial interests in England declares that his government foresees the possibility of coal being declared contraband of war and that it had been collecting large stores of Welsh steam coal for years, so that today it has a supply sufficient for the needs of the navy for years to come.

Russia Feels Easier.

St. Petersburg, By Cable.—There exists a high authority for the statement that Russia now has a reason to feel more tranquil regarding the attitude of Great Britain.

The real reason for the visit to St. Petersburg of Count Benckendorff, Russian ambassador to Great Britain, while ostensibly to see his son off to the far East, was personally to assure his government of his belief that the Japanese ally were ill-founded, and Great Britain, although standing by the obligations of the Anglo-Japanese treaty, would not move unless compelled so to do by the entrance into affairs in the far East of a third power.

As the Associated Press is also credited with the statement, the British and French governments have reached a thorough understanding, by which they have pledged mutual non-interference, Russian now feels much more secure against European complications.

Attacked By Crank.

Washington Special.—Armed with a 38-caliber revolver, William O'Brien, alias William Duffy, an insane discharged soldier, entered the War Department, and going to room 237, in the mail and record division, shot Robert J. Manning, a messenger, and Arthur Weicker, a clerk. Miss Emma Saxton, another clerk, barely missed being shot. Manning would have been killed, had not Weicker, who was shot in the left arm above the elbow. Before the maniac could fire a third time he was overpowered by James J. Dawson, a messenger. It required the combined strength of half a dozen persons to finally subdue the man. Proprietor among them was Lieut. General Adna R. Chaffee, chief of staff. The lunatic still held the smoking weapon in his hand when Gen. Chaffee noticed it, and with his left hand on the man's throat took the weapon from him, and also the papers in his pockets.

Destructive Prairie Fires.

Lawton, Okla., Special.—Reports received here indicate that five persons have been burned to death and 3,000 square miles of territory in Kiowa and Comanche counties swept by prairie fires. Hundreds of people are homeless, and it is impossible to estimate accurately the financial loss owing to the wide extent of country affected. Following is a partial list of the killed and injured:

D. Harmon, living six miles north-east of Lawton, burned to a crisp; John Harmon, cannot live; A. N. Crawford, near Lawton, seriously burned; Mrs. Henderson, widow living near Lawton, and two daughters, seriously burned; one cannot live. Report says that more fatalities are expected, as the reports from some districts are meagre.

News in Notes.

In 1896 Congress adjourned on June 1, ten days before the Republican National Convention. In 1900 adjournment was taken on June 11, two weeks before the convention at Philadelphia. The Republican convention will be held this year on June 21, and it will be a reversal of precedent if the Senators agree to an adjournment of Congress before June 1.—Washington Post.

The French Minister of Agriculture, has received from the Riviera a report which shows that the orange growers are threatened with the worst of calamities. A microscopic insect, scientifically known as chrysomphalus minor, is the cause of an orange disease as potentially destructive as the potato disease which spread famine and devastation over Ireland 57 years ago. M. Belle, an expert in Nice, has been investigating the origin and propagation of this malady among the oranges. The council of the department of Alpes-Maritimes has taken the matter up. Orange growers are combining for the extirpation of chrysomphalus minor. It is said that the insect was imported from America some years ago, and that the first signs of depredations were detected in Florence.

A London puer, the Chronicle, says that in the matter of clothes, the House of Commons is the most correct assembly of legislators in the world, and the American House of Representatives the most astonishing. "The ordinary Congressional costume," it says, "is a long, very loose frock coat, a low-cut waist-coat, turned down collar, white bow and Derby or felt hat. At first glance one would easily take Congress for an assembly of dissenting ministers."

TOWN UNDER FIRE

The City of Vladivostok Heavily Bombarded

THE SHELLS FAILED TO BURST

They Directed Their Fire Against the Shore Batteries and the Town—The Russians Did Not Reply.

Vladivostok, By Cable.—A fleet of five battleships and two cruisers appeared off this place at 1:25 Sunday afternoon and bombarded the town and shore batteries for fifty-five minutes. The fleet approached from the direction of Askold Island, at the east entrance of Ussuri Bay, and about 22 miles southeast of Vladivostok. Entering Ussuri Bay the enemy formed in line of battle, but did not approach to a closer range than five and one-third miles. They directed their fire against the shore batteries and the town, but no damage resulted as most of their 200 lb shells failed to burst.

The Russian batteries commanded by Generals Veronetz and Artamonoff did not reply, awaiting a closer approach of the enemy.

The Japanese fire ceased at 2:30 p. m., and the enemy retired in the direction of Askold Island. Simultaneously two torpedo boat destroyers appeared near Askold Island and two more near Cape Maikel. The Japanese ships were covered with ice.

The attack resulted in no loss to the Russians but cost the enemy 200,000 rounds, (\$100,000 in ammunition. Most of the projectiles were six and twelve-inch shells.

The population of Vladivostok was warned this morning of the presence of a hostile fleet and of the prospect of an attack during the day, but it remained tranquil.

Japanese Advancing.

St. Petersburg, By Cable.—Advices from Vladivostok say that the 2,500 Japanese troops who landed at Selah Bay, (on the east coast of northern Korea), are advancing toward Musan (218 miles from General San) with the intention of ultimately reaching Hunchun (on the left bank of the Tumen river about 100 miles west of Vladivostok) and threatening the Russian flank.

In order to checkmate this move a Russian outpost, 1,500 strong, is advancing to occupy Koryong, on the Tumen river, a walled city commanding the trails along which the Japanese must pass. The naval mobilization forehanded in these dispatches was partially decided on today. Three eastern provinces of European Russia, Vyatka, Perm and Ufa, are included in the plan, the purpose stated being the strengthening of the crews of the Pacific squadron. The Novosti prints a significant editorial article which is very conciliatory toward Great Britain. The paper argues that the understanding between the countries with regard to an Asiatic policy will assure peace in the Far East, and that the development of Russian and British interests there would be impossible. If Great Britain, The Novosti says, would agree to an outlet for Russia to the Indian ocean, Great Britain possesses a significant editorial article which is very conciliatory toward Great Britain.

The wife of a naval officer gives a graphic account of the bombardment of Port Arthur. She says that the flight of women and children the next day. She was awakened in the middle of the night by the heavy reports of the guns and her first thought was that this was due to blasting operations at the dock yard, but when the rumble of the fortress began to boom she awoke the servants, who were panic-stricken. She went out on the balcony and saw the searchlights wildly flashing. The town was deserted except in front of the residence of Viceroy Alexieff.

The officer's wife, with an infant, took a train from Port Arthur in the morning and she describes the awful running down with Great Britain and Great hardships were suffered by the travelers for eighteen days. The trains and stations were crowded and the woman found it impossible even to lay her baby down on the floor of the car, which was covered with baggage. She says that mothers fought to get food for their children. Direct through communication is now established between Viceroy Alexieff's headquarters at Mukden and St. Petersburg. This is believed to be the longest circuit in the world, being over 5,000 miles, whereas direct communication between London and Teheran, a distance of only 5,000 miles, hitherto has been the longest.

Prince Louis Napoleon, who has been in command of a grenadier brigade in the Caucasus, has arrived here and the understanding is that he will receive an important command on the frontier.

Three Boys Burned to Death.

Bucktonche, N. D., Special.—Three sons of Mrs. Lewis Savon, a widow, were burned to death, and a fourth probably fatally injured in a fire that destroyed their home at Black River during the night. The bodies of Joseph, aged 25 years; Thaddeus, 14, and John, 12, were found in the ruins. Alphonse escaped the flames by jumping from a window, but was dangerously injured. The mother was unharmed.

LIVE ITEMS OF NEWS.

Many Matters of General Interest in Short Paragraphs.

Down in Dixie.

Many persons believe the Washburn behind the new Tidewater Railroad has been chartered in Virginia that is to run from Giles county to Norfolk.

It was decided Wednesday to hold the annual reunion of the United Confederate Veterans at Nashville, Tenn., June 14, 15 and 16.

The President Wednesday sent to the Senate the nomination of Julia M. Merrick as postmaster at Wallhalla, S. C.

The removal of bolts from the rails is believed to have caused the fatal Rock and Southern wreck near Henry Station, Va.

Edward Emmet, a woodman, who claimed St. Louis as his home, died at Horton, W. Va., from drinking hot drops as a substitute for whiskey.

Miss Louise Peignet du Ballet, French teacher at Wytheville Seminary, Wytheville, Va., has been ill with grip and bronchitis.

A non-union man who has been working at the steel plant of the Packard Iron and Steel Company during the strike was fired upon while returning home from work. A Federal warrant has been issued for a striker who is suspected of the shooting.

Detectives Tomlinson and Gibson, of Richmond, went to Suffolk jail and had a long talk with William Ferris, alias "the Kid," the alleged slayer of Policeman Bob Austin, of Richmond. Ferris denied that he had confessed to the fellow prisoners, but the officers think he is Austin's slayer.

Property owners on the eastern branch of the Elizabeth river, which the Norfolk and Berley Bridge Company purposes to span with a wooden bridge 1,600 feet long, announce that they will fight the request of the bridge company to build the bridge where the application is presented to the War Department.

At The National Capital.

Commander Miller, of the cruiser Columbia, notified President Morales, of Santo Domingo, that he would not permit the blockading of any island ports.

The Cabinet decided not to send any troops to the Isthmus of Panama.

The Senate passed the bill requiring the transportation of army and navy supplies in American vessels.

The House concluded general debate on the District of Columbia appropriation bill.

The House Committee on Interstate and Foreign Commerce directed an investigation to determine whether the "beef trust" is violating the injunction restraining against the holding of stock in the meat packing business.

The Senate Committee on Naval Affairs favorably reported the Naval Appropriation bill, with several important amendments.

Senator Gallinger introduced a bill to increase salaries of Government executive officers and members of Congress. VIRGINIA AND WEST VIRGINIA.

The schooner David P. Davis, bound for Baltimore, was sunk by a collision off Hatteras.

Preparations are complete for the Republican State Convention, which meets in Norfolk Thursday.

At The North.

Mrs. Harriet S. MacMurphy, of Omaha, Neb., who has won some reputation as a lecturer on domestic science will conduct a restaurant for dyspeptics at the St. Louis World's Fair.

Philadelphia continues to pay a heavy price in human life for its shameless neglect of ordinary precautions for its water supply. Last week there were 88 new cases of typhoid fever and 13 deaths, and even this total was hailed as an improvement upon the previous week, when there were 126 new cases, though only 10 deaths.

From Across The Sea.

The Japanese general staff of the Guards Regiments sailed for Korea.

A combined attack on Port Arthur was reported.

Sir William Vernon-Harcourt, the famous English Liberal, is to retire from Parliament.

Plans are on foot to erect in Berlin one of the handsomest opera houses in the world.

Paris, By Cable.—Information reaching here from official sources shows the Japanese concentration of troops is going on extensively in the neighborhood of Ping Yang, Korea. Large forces are debarking from transports at nearby ports, from which it is assumed that an extensive land engagement is imminent in northern Korea.

Miscellaneous Matters.

The postoffice at Humphreys, Ark., where the postmaster was a negro, has been blown up with dynamite.

Folk delegates jumped out of windows during a turbulent Democratic county convention at Clayton, Mo.

Lady Grisel and Baron Belhaven were married in Westminster Abbey, the first wedding ever held there during Lent.

St. Petersburg, By Cable.—It is now said that the Russian Baltic squadron, comprising eight battleships, two armored cruisers, three protected cruisers, two large transports and 30 torpedo boats, will leave for the far east at the end of July. It is added that it will be commanded by Rear Admiral Rojestvensky.

In an interview, Mr. Cleveland says he believes the Democrats will nominate a proper candidate for President.

Gen. Kuropatkin, the commander of the Russian army in the Far East, was a personal friend of Skobelev, with whom he served in the Russo-Turkish war and the Tekke-Turcoman campaign. He is a man of the Skobelev type, and regards Britain as the hereditary foe of Russia. It is said that he regards as inevitable the Russian conquest of India.

14 PEOPLE CRUSHED.

Collapse of Steel Skeleton of Hotel Dallington

OTHERS MAY BE IN WRECKAGE

The Building Department Entered Repeated Charges of Violation Against the Building, Which Were Disregarded.

New York, Special.—Fourteen persons are believed to have been killed, of whom the bodies of only five have been recovered, about a score injured, and several are missing through the collapse of the steel skeleton of the Hotel Dallington, a thirteen-story apartment house in course of erection at 578 West Forty-seventh street. The steel frame had been erected as far as the eleventh floor, and the structure was swarming with iron workers, masons and laborers, when, without an instant's warning, the upper floor sagged and collapsed and the whole structure fell with a crash that was heard for blocks and shook all the buildings in the vicinity. A portion of the steel frame fell upon the rear of the Hotel Patterson, on West Forty-seventh street, crushing in the wall of the dining-room and killing Mrs. Ella Lacey Storrs, the wife of Frank J. Storrs, a wealthy resident of Rye, Westchester county, as she was sitting at luncheon with the wife of Rev. Dr. Minot Savage, who escaped unhurt.

The other dead, so far as known, are Frederick Morrills, foreman of the Reeling Construction beams which a derrick man and two unidentified men, apparently laborers.

Among those missing is Frank J. Allison, of the Allison Realty Company, the builders of the hotel, who is known to have been in the building when it fell. Efforts to recover the bodies of the dead and rescue those imprisoned in the wreck were begun by the firemen immediately after the crash, and the work of searching the ruins will be continued all night. Owing to the enormous mass of metal wreckage, days may elapse before all the bodies are recovered.

The cause of the disaster generally accepted is the overloading of the floors. Foreman James Halpin, in charge of the iron workers, stated that there was a large quantity of cement and other building material on the fifth floor, and that on the ninth floor were eighty-three iron beams which were to have been used in constructing the remaining floors of the building.

That criminal carelessness is chargeable to somebody is shown by the fact that the building department had placed repeated charges of "violations" against the building, the last one of Inspector Charles French, because "the side walls were more than two stories in advance of the front walls, and the floor beams were not properly bolted and braced."

In spite of this and previous warnings, those responsible for the construction of the building went ahead, regardless of consequences.

Adjoining the collapsed building on the west is the four-story brown-stone residence of Harold Brown. Some of the huge iron beams struck the side of the house and stove holes in the wall and floor, and dislodged a part of the brown-stone front, which was thrown to the street. The occupants escaped uninjured. On the east side is a house occupied by A. Walpole Crage as a school for boys. This had been dismissed a few minutes before the crash. A few beams of the building struck a portion of the roof and smashing holes in the side walls.

Mrs. Storrs, whose husband is in London, was sitting at luncheon with Mrs. Savage when the crash came, and she and Ernest Meier, a waiter, were instantly buried under the debris of the roof and walls. Mrs. Savage barely escaped being struck, but her skirt was pinned to the floor by a mass of fallen bricks. Mrs. Storrs was breathing when extracted, but died within a few minutes. The waiter is believed to be fatally injured. The other occupants of the dining-room escaped unhurt.

For a Dispensary.

Wilmington, Special.—Those who are in a position to know say that within ten days the campaign for a dispensary in Wilmington will be launched in earnest. However, the temperance advocates will make no effort to rout the open saloons before the first of next January. The necessity for a dispensary upon the question 90 days preceding the regular election in November is assigned as the reason for drawing the lines so early. Should the anti-saloon element postpone the election as late as August, it would then be too late to close the saloons in January, in the event that they are successful. The requisite number of names were secured to a petition calling for the election during last fall.

District Appropriation.

Washington, Special.—The House devoted the entire day Tuesday to consideration of the District of Columbia appropriation bill, but did not conclude action on the measure. The House committee of the whole amended the bill by unanimous vote so as to fix the maximum rates which may be charged the District of Columbia for telephone service or for telephones in private residences at from \$25 to \$50 per annum. The amendment was proposed by Mr. Bartlett, of Georgia.

A Wireless Test.

Pensacola, Fla., Special.—Wireless telegraphy is being put in practical use here. Messages were received from and sent to the battleship Texas. She was fully 100 miles out when the first message was received, and though going at full speed the vessel did not arrive until late in the afternoon. Other vessels of the navy will be communicated with as they approach.

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Three Months.	.35



"LAWLESSNESS WALKED THE STATE LIKE A PESTILENCE."

GOVERNOR AYCOCK STATED IN HIS INAUGURAL ADDRESS THAT UNDER, AND THEREFORE BY IMPLICATION IN CONSEQUENCE OF, FUSION RULE "LAWLESSNESS WALKED THE STATE LIKE A PESTILENCE, CRIME STALKED ABROAD AT NOON-DAY, SLEEP LAY DOWN WITH ALARM AND THE SOUND OF THE PISTOL WAS MORE FREQUENT THAN THE SONG OF THE MOCKING BIRD." HOW STANDS THE CASE TO-DAY GOVERNOR? HAVEN'T THE ACTS OF THREE RED SHIRT LEGISLATURES AND MORE THAN TWO YEARS OF YOUR OWN BENEFICENT RULE PASSED INTO HISTORY SINCE YOU PROCLAIMED THE FOREGOING? WHEN YOU ARE CAVORTING OVER THE STATE WHOOPING FOR EDUCATION AND ROADS DON'T YOU HEAR OF MORE CHIMES BEING COMMITTED IN NORTH CAROLINA THAN EVER BEFORE AND DO YOU CONTINUE TO ATTRIBUTE THESE TUFUSION RULE?

THOMAS E. WATSON OF GEORGIA DECLARES THAT CLEVELAND DINED NEGROES AT THE WHITE HOUSE

Hon. Thos. E. Watson, declared that negroes were entertained at the white house when Cleveland was President. He says:

"Mr. Cleveland denies that C. H. J. Taylor dined at his table. Certain newspapers, devoted to Mr. Cleveland, print his letter under scare headlines which announce that 'No negro ever dined at Cleveland's table.'"

"In saying this they unwittingly go too far, they make trouble for their oracle. He did not say that 'No negro ever ate at my table.' He confined his denial strictly to Taylor. It might not be fair to recall instances where colored congressmen dined at the white house at State dinners, but it is perfectly fair to remind Mr. Cleveland of Fred Douglass. This negro, who had married a white woman (of a certain sort) was not only treated with official consideration, but when Mr. Cleveland (with extreme delicacy) had his bride to come to the white house that he might wed her there, he invited Fred Douglass and his wife to attend the reception."

"This reception was not a State function. It was social, purely. No one had the right to be present save those invited. And surely Mr. Cleveland must have respected his lovely and accomplished bride too much to have summoned any man or woman whom he did not consider his or her social equal. It does not appear that he invited either his coachman or his cook. Fred Douglass, whose color and smell proclaimed the African, was present among the guests, and with him came his white wife."

"Not only did Mr. Cleveland do this kind of thing in Washington, but when governor of New York he signed the bill providing for mixed schools. Owing to this system, which he thus approved, negro children have been injected into the white schools and white children have been compelled to submit to negro teachers."

Certain Democratic papers are advocating the nomination of Cleveland with all of his negro propensities. The Northern Democrats say that their Southern brother will vote for a "yaller" dog if on the ticket. We do not believe that the rank and file of Southern Democracy will support Grover Cleveland, but the Democratic press will gag at a knot and swallow more camels and negroes than anything known on earth.

The News & Observer is abusing and has gone far enough to insinuate that Judge Purnell has joined a conspiracy to steal the Atlantic and North Carolina Railroad. Judge Purnell appointed a Receiver for the road upon the application of one of the stockholders. The action of Judge Purnell has been approved by the leading papers and lawyers in the State. The howling and wailing of the News & Observer, with its abuse and insinuations is from the fear that Democratic rascality will be exposed in the investigation. A few Democratic negrophobic jobs are at stake, of which the News & Observer is one of the recipients.

War news in the far East continue to be meagre. There is a rumor of a big naval battle, but nothing definite is known.

The whereabouts of the Vladivostok squadron is unknown. The Japanese are on the lookout for the Russian squadron and will give battle if found in open sea. It is predicted that the Japanese will take the offensive as soon as they have concentrated their troops, the Russian fighting on the defensive.

Reports are given out that the Japanese government is considering the advisability of a loan of several millions from America or Europe. It is said that enough of Japanese bonds can be sold in Rome to prosecute the war for eighteen months, Japanese statesmen and financiers believe that Japan is capable of waging the present struggle to a final conclusion without borrowing a cent abroad.

Does the light begin to break? The Times-Mercury, Republican organ at Hickory, joins the Winston Republican and other anti-Democratic papers in making political capital out of the unwarranted A. and N. C. Railroad receivership. It says: "But they are about as good at running the railroad as the other interests of the State. It will all go into the hands of a receiver if they are allowed to continue to run it." That's what all the Radicals are saying.—News & Observer.

The attention of the News & Observer is called to the fact that people in all parts of the State think that the Democratic machine doubled their taxes to prevent some Judge appointing a Receiver for the party. If this gang of hungry redshirts are permitted to continue in control, it will only be a short time before the tax prayers will be forced into bankruptcy.

JUSTICE'S LETTER.

In Union Republican

John W. Hinsdale has broken up the Governor's play ground, mowed the grass off of the Atlantic and North Carolina meadows, broken up the green pastures upon which the Democracy fed, and Josephus Daniels has flung a fit. This is just about the size of the situation in regard to the receivership of the Atlantic & North Carolina Railroad. But as the State owns 12,666 shares, of which it paid over twelve hundred thousand dollars, which was paid by the taxes of the people; this means that the tax payers of the State own just that much interest in the road which is about two-thirds of the whole amount. The State having this large interest in this road gave to it the management of it and the law placed it under the control of the Board of Internal Improvements, which was composed of three persons, one of whom was the Governor and the other two were appointed by the Governor. This law was repealed in 1899 by the Democrats by chapter 68 of the laws of that session and the power given to the Legislature to appoint the board, and they proceeded to elect nine instead of two to compose the Board of Internal Improvements, and they proceeded to elect Mr. Jas. Bryan, a member of that Legislature President of the road and during the year 1899, after the Republican's terms were out, he took charge with the new board of directors that this new Board of Internal Improvements had appointed. Under the management of Dan. Patrick, whom the Republicans had put in, this road paid the State, and all the private stockholders, two per cent. dividend each year, which meant something over \$25,000 to the State and about \$15,000 to the private stockholders. But since the Democrats took charge not a cent dividend has been paid to anyone, but on the contrary, as is alleged in the bill of complaint before Judge Purnell, the road has been run down until today it has neither rolling stock to do its business, nor iron for its tracks over which its trains could run in safety if it had the rolling stock and on top of all this has a floating debt of over sixty thousand dollars. Four years have passed since the Democracy took charge of this road and not a cent dividend has been paid since. As this amounted to about forty thousand dollars a year, this means that the people of the State have lost more than one hundred and sixty thousand dollars in dividends, over one hundred thousand dollars of which belongs to the tax payers, and beside this have a floating debt of over sixty thousand dollars, of which the tax payers must pay more than forty thousand dollars, and on top of all this, according to Mr. Bryan's last report, the stockholders must pay over one hundred and sixty thousand dollars for cars, etc., in order to make good the damage the road has sustained under this Democratic manipulation which means another one hundred and ten thousand dollars the tax payers must pay to save their property from utter ruin under Democratic management, all this having been made plain by the last report of the President, from which I will quote a little later. The deplorable condition of the road as shown by that report, the loss of four years' dividend with a decrease

ing value continually growing greater for their property, awake the private stockholders to action and they underlook to lease on the road; they had good bids for it, bids that would have netted the State and private stockholders an average of five per cent. and the Governor refused to allow the State's proxy to attend these meetings so that the lease could be made. The law had provided that no lease could be made unless the State's proxy was present. Therefore when the Governor, who had been again put in control of the road by the Legislature of 1901, repealing chapter 68 of the acts of 1899, which had been passed to take the road from the Republicans, refused to allow the State's proxy to be present it suspended all business and thereby broke up the power to lease which meant a loss of something like one hundred thousand dollars a year to the stockholders of that road, over sixty thousand dollars of which would have gone to the tax payers of the State. As late as Feb. 23rd of this year some of the stockholders begged the Governor to allow the State's proxy to attend the meeting of the stockholders to consider this matter and he refused to do so, saying the lease must first be submitted to and must be satisfactory to him. When the stockholders saw there was no relief to be had in any other way, then they applied to the United States court for a receiver which will bring matters to a head, and will result in putting the road on a paying basis, but will remove the feed trough from at least two hundred Democratic pets that are now feeding on the money they are losing the tax payers in running this, our road. The management of this railroad is on a par with the entire State management. The road is run at a loss, has a bonded debt of \$325,000 and a floating debt of over \$60,000 and has not paid a dollar of dividend since the Democrats took control. Just so with every other part of the State's business. They have increased our bonded debt five hundred and ten thousand dollars. They have so managed the South Dakota bond suit as to incur at least eight hundred thousand dollars more on that account and will have deficit enough, which is in sight now, to make a bond issue of at least a million dollars more necessary to pay the debts and obligations due to Gov. Aycock's administration. When he was inaugurated Governor the State debt was about six million dollars. We have shown that it will have to be increased at least fifteen hundred thousand dollars more or the State's stock in the North Carolina railroad sold, which would be worse as the result of the four years management by the Democrats while Aycock was Governor. An increase of twenty-five per cent in four years. If this thing keeps up where will it end? Our taxes have been largely increased to try to fill the aching void in the State treasury and still it remains empty. The stockholders of this railroad have a remedy and they are using it to cure the mismanagement of their property and the people have a remedy with which they can cure the entire mismanagement of the State and that is their ballot. Therefore we should all constitute ourselves a committee of one to see that every Republican pays his poll tax and be prepared to do his duty in the next election. As a further demonstration of how bad this Atlantic & North Carolina business has been managed, please publish the following parts of the President's report:

Your road has reached a crisis in its affairs which must, in some way, be met, or the cost of transacting its business will soon be increased to such an extent as to greatly impair its profits.

Your cars are so few in number, and many of them so slight in structure when compared with the more modern cars of your connecting lines, that it is not deemed expedient to permit them to leave your tracks, with the result that while your road is compelled to pay a heavy car per diem, it has not a single car, which by going upon other roads can earn it a penny by way of offset.

To meet the demands upon it, you need the following equipments, to wit:

2 18 inch cylinder locomotives, which will cost at this time	\$20,000.00
100 first-class 60,000 pound box cars	55,000.00
50 first-class 60,000 lb flat cars	17,500.00
185 first-class 30,000 lb log cars	24,000.00
4 first-class passenger coaches	20,000.00
1 second-class passenger coach	4,000.00
1 combination passenger coach	4,000.00
1 mail and express coach	4,000.00
2 parlor cars	12,000.00

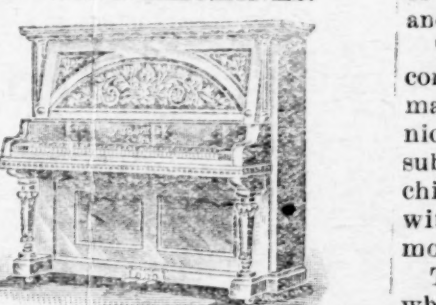
Total for equipment \$160,800.00 But this is not all. You have in your track about 50 miles of light 45-pound and 50 pound iron, which should be and soon will have to be replaced with 60-pound rails. This iron, as must be apparent to you all, is too light for the service which the traffic of today requires it to render, and is liable, under the too great strain to which it is daily subjected, to give way at any time and cause a destruction of both life and property that will cost your road many thousands of dollars.

In Mecklenburg County a negro school teacher has been indicted and fined ten dollars for non-payment of poll-tax. The case was carried to the Superior Court on appeal, and if the decree of the justice is confirmed a general crusade on delinquent poll-tax payers will be a great harvest for Democratic magistrates after the first day of May when they can haul all the disfranchised white Republicans before their high mightinesses and yank a fine of ten dollars and costs out of them for the crime of being too poor to pay the tribute exacted of them by the prescribed first of May. Of course Democrats who fall in this test of party allegiance and neglect to arrange with the machine to fix it satisfactorily, will fall under a like condemnation. It is hardly probable that a Superior Court Judge, having a reasonable degree of self respect, will uphold such a scheme as this Mecklenburg squire has incubated in his little buzzard's nest. But whether it receives the sanction of the higher tribunals or not, it shows what the poor and unfortunate, as well as the actual shirker, might expect if left to the mercy of such little satraps as the squire in the Mecklenburg case. The thing for every body to do is to pay the poll-tax exacted and then vote the whole push out of power and keep them out.—Asheville Register.

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3. Or, if you want to try the paper to see how you will like it, we will give you The Caucasian for six months and both the Woman's Home Companion six months for 75 cents.

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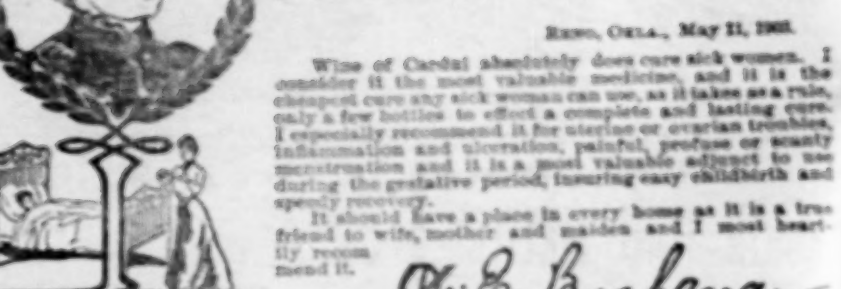
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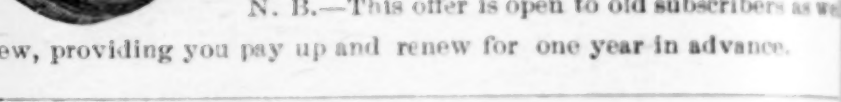
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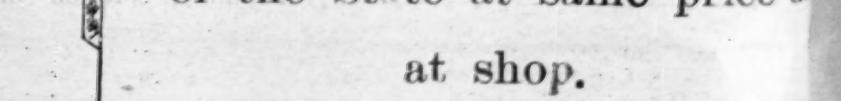
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THE CAUCASIAN

Raleigh, N. C., March 10, 1904.
Entered at the Post Office in Raleigh, N. C., as second-class mail matter.

THE RUTHLESS SUBVERSION OF THE STATE'S INTEREST.

The substantial facts as to the condition of the Atlantic and North Carolina Railroad are briefly told in the following editorial from the Charlotte Observer:

The State will be somewhat startled by the information that Judge Purnell has granted a temporary receivership for the Atlantic and North Carolina Railroad upon the application of Capt. K. S. Finch, formerly of Charlotte, now of New York, and that Capt. V. E. McBee has been appointed receiver. Argument will be heard on the first Monday in April, when it will be determined whether or not the receivership will be continued. Meantime information comes from Raleigh that application will be made to Judge Simonson to vacate it. We lack knowledge upon which to predicate an intelligent opinion about this proceeding, but it is certain that something ought to be done about this property. With the interests of private stockholders the general public has nothing to do, though it is the understanding that a large majority of them desire that the road be leased or sold, in order that they may realize something on their investment; but the State being the owner of two-thirds of the stock, the operation or disposition of the property is everybody's business. Under conditions as they have existed up to this time, its future is hopeless. By universal testimony its management by President James A. Bryan, under the circumstances with which he has to contend, could hardly have been improved upon; yet in his last annual report he stated that the road faces a crisis—that it has a bonded debt of \$325,000, a floating debt of \$60,000, needs locomotives and rolling stock of the value of \$160,000, not to speak of fifty miles of 60-pound rails, and that it only exists by mercy of the Southern Railway and the Atlantic Coast Line, which could tie it up in a week and bankrupt in less than three months. It would seem to be folly, in the face of this exhibit, made by its own president, to hold on to this hopeless incubus. Capt. McBee's last week made an offer to lease it for a term of seventy-five years at figures which meant about 5 per cent. for the average period, to give 50 cents of the par value of the stock which might be for sale, and to build a branch line of fifty miles, increasing by that much the development of the State and bringing this much more railroad mileage in for taxation. It is the State's duty to get as much more than this as possible for this property. But this was a most excellent offer. Considering not only the road's unproductiveness but that it is in a state of decay, and a business man of ordinary good judgment, if consulted upon it, would probably say that if it could not have been raised it would have been well to accept it. Capt. Finch alleges in his complaint that "under a favorable contract of lease, such as heretofore has been offered," the State would receive an annual average income of very near \$60,000 upon its stock in this road, and that is neither here nor there, for that offer was withdrawn last Saturday, and the sensational event of Wednesday, knowledge of which became public only yesterday, is the matter of interest now and will continue to hold the State's attention until the matter of the receivership is finally determined—whether vacated or made permanent.

It should have been added, in order to make the facts complete, that Capt. Finch, who made application for a receiver to be appointed, is one of the private stockholders, and the application was made because the parties representing the State's shares of stock refused to be present at the meeting of stockholders when the proposition to lease the road was to be acted upon, thereby destroying a quorum. Governor Aycock was also approached, and asked to cause the State's proxy to be present at the meeting of the stockholders and he refused, saying, according to the application of Mr. Finch, "that the State's proxy should not attend a meeting called for that purpose, unless the propositions of lease should be first submitted to and approved by him," thereby destroying the rights of the individual stockholders who were given by the acts of the Legislature incorporating the company controlling interest.

Now the question arises as to why Gov. Aycock and his crowd refused to allow the stockholders to act upon the matter of leasing the road? It is shown in the editorial quoted from the Charlotte Observer above, that the road is absolutely worthless as it is, and that it is a burden upon the tax-payers of the State, but that to lease it, it would pay a guarantee dividend of at least 5 per cent., which would be an annual income to the State of about \$60,000. Why, then, the action of Gov. Aycock and the State's proxy? Are they personal enemies to Capt. Finch and the other private stockholders, and in order to "get it back on them" are subverting the interests of the State and the tax-payers? No, not that. The true reason is plainly

told in the application for the appointment of a receiver, which says that it is a part of the current history of North Carolina that this corporation has not been run in the interest of the stockholders, but "has been preserved as a reward for political favorites." This tells the story not only of this matter, but as to the methods of the "good government" crowd has employed to so increase the taxes of the people and put burdens upon every enterprise and from year to year increase the bonded indebtedness.

It is a well known fact that in all matters political favorites come first with this machine, and they have been cared for by increasing salaries, by creating more offices and by appointments of all sorts.

The matter of the subversion of the interests of this road to those of political favorites was seen years ago by Capt. Washington Bryan who was once president of the corporation. He said:

"This road must be operated as other roads which pay simply and purely for the money that is in it, and its officers selected for their individual capacity and ability, and not for the political influence of themselves and friends, local or otherwise. Being largely owned by the Commonwealth, and several counties holding its stock, it is apt to become a political machine. Should this happen, its doom is sealed and ere long it will share a fate similar to that of other corporations politically controlled. Manage the Atlantic road as private corporations are managed, and it will soon take its place beside them. Give it a fair showing, a living chance, and sustain its officers, and then make them responsible for its improvement, and before many seasons shall have rolled by it will occupy a position different from what it holds today."

This was the note of warning given long before the private stockholders determined to get out from under the load, and it was given as a private and friendly warning, and by one who knew.

In addition to all this it is now found, since the airing commenced, that those political appointees, many of them, are short in their returns, that they have withheld the State's and the stockholder's money. Just what might have been expected of those who would do questionable service in their recent campaigns. Is it any wonder that Gov. Aycock did not want to let go of this depositary for political beelers? And since the light has been turned on is it any wonder that the News and Observer came out and exclaimed through the words of "a lawyer" that the State ought to drive Capt. McBee, the temporary receiver appointed, away at the point of the bayonet? It must have touched a very sore place when it came out that the private stockholders were going to air this matter.

All this is only one more page of the terrible carryings-on of this State administration which has put the State in a hole financially and which has created taxes which are proving almost ruinous to the people. Will the voters longer stand for this sort of thing?—Winston Republican.

IF THE BABY IS CUTTING TEETH.
Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhoea. Twenty-five cents a bottle.

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Disturbances of strikers are not nearly as grave as an individual disorder of the system. Overwork, loss of sleep, nervous tension will be followed by utter collapse, unless a reliable remedy is immediately employed. There's nothing so efficient to cure disorders of the Liver or Kidneys as Electric Bitters. It's a wonderful tonic, and effective remedy for run down systems. It dispels Nervousness, Rheumatism and Neuralgia and expels Malaria germs. Only 50c, and satisfaction guaranteed by all druggists.

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No. 66.
11:35 a. m. "SEABOARD MAIL" for Richmond, Washington, Baltimore, Philadelphia, New York and Boston. Connects at Richmond with C. & O. for Cincinnati, Chicago and St. Louis, B. & O. for all points.

No. 57. SOUTHBOND.
4:15 a. m. "SEABOARD EXPRESS" for Charlotte, Atlanta, Columbia, Savannah, Jacksonville, St. Augustine, Tampa and all points south and southwest.

No. 41.
4:00 p. m. SEABOARD LOCAL MAIL for Charlotte, Atlanta and all local points, connects at Atlanta for all points south and southwest.

No. 27.
7:10 p. m. "SEABOARD MAIL" for Southern Pines, Pinehurst, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points south and southwest.

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SOUTHERN R. R.

In effect Jan. 11th, 1904.
This condensed schedule is published as information and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH, N. C.
2:00 a. m. No. 111 daily for Greensboro and local points. Carries Pullman sleeper Raleigh to Greensboro, connecting at Greensboro with train No. 53, "Florida Express," for Charlotte, Columbia, Savannah, and Jacksonville Pullman sleeper to Jacksonville, Port Tampa, and Augusta, connections for all points in Florida. No. 87, "Washington and Southwestern Limited," solid Pullman train drawing room sleepers, N. Y. to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro, Danville and local stations.

5:25 a. m. No. 112, daily for Goldsboro and local stations connecting at Goldsboro with Atlantic Coast Line for Wilmington, N. C., Wilson, N. C., Tarboro, N. C., Norfolk, Va., and immediate stations, also at Goldsboro with Atlantic and North Carolina Railway for Kinston, N. C., Newberne, N. C., and immediate stations.

8:40 a. m. No. 107 daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. At University Station for Chapel Hill, daily except Sunday. At Greensboro with train No. 36, "U. S. Fast Mail," for Washington and all points North; Pullman drawing-room sleepers to New York and Richmond. Close connection for Winston-Salem, Mocksville and local stations with train No. 7 for High Point, Salisbury, Charlotte and local stations.

10:30 a. m. No. 108, daily for Goldsboro and all local points; connects at Selma for Wilson, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Burn, N. C., and Norfolk, Va., where close connection is made with Chesapeake Line for Baltimore and all other outgoing stations.

3:25 p. m. No. 135, daily for Greensboro and immediate stations; connects at Durham for Oxford, Clarksville, Keyville daily except Sunday. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 29 for Columbia, Augusta, Savannah, Charleston, Jacksonville Pullman and first class coaches Washington to Jacksonville, Fla. No. 35 "U. S. Fast Mail" for Atlanta and all points south and southwest, Pullman drawing room sleepers to Birmingham and New Orleans, day coaches Washington to New Orleans, also with north bound trains No. 34 and 38 for Washington and all points north. Pullman drawing room sleepers and observation car to New York; connection is also made at Greensboro for Winston-Salem and at Salisbury to Memphis.

4:50 p. m. No. 136 daily for Goldsboro and local stations.
C. H. Ackert, General Manager.
W. A. Turk, Pass. Traf. Manager.
S. H. Hardwick, G. P. A., Washington, D. C.
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